

# National Update

October 6, 2003

Michigan Transportation  
Summit Planning Team

Presented by Rudy Umbs,  
Chief Highway Safety Engineer  
Federal Highway Administration



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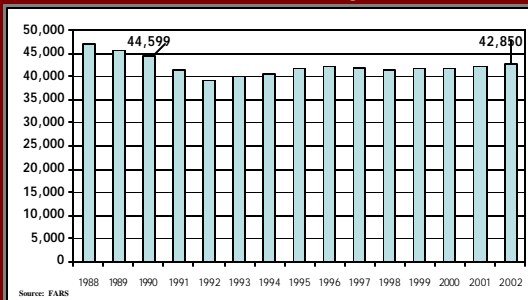
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## Number of Persons Killed in Motor Vehicle Crashes, by Year



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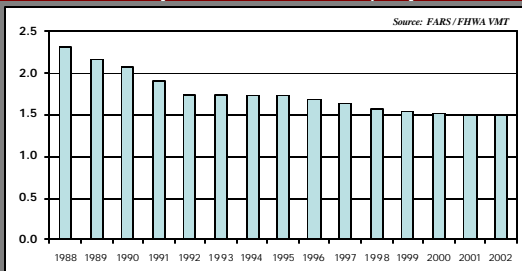
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## Persons Killed in Motor Vehicle Crashes per 100 M VMT, by Year



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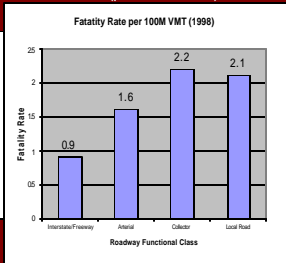
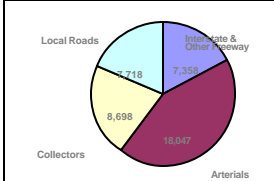
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## Where Fatalities Occur By Roadway Functional Class - 2001 data

Number of  
Fatalities

Fatality Rates  
(per 100 Million VMT)



## Michigan's Transportation Crash Profile

Lidia Kostyniuk, UMTRI

## Partnering to Achieve Highway Safety Goals

**National Entities – Common Goal of  
1.0 Fatalities / 100M-VMT by 2008**

- US DOT: NHTSA, FHWA, FMCSA
- AASHTO: June 2003
  - Some Member States Advancing
- GHSA: August 2003
- AAMVA: August 2003

## FHWA Focus Areas: Major Factors Contributing to Fatalities

- Single Vehicle Run-Off-Road - 40 %
- Speeding Related - 32 %
- Intersections - 21 %
- Pedestrian and Bicyclist - 13 %

(% of fatalities with these characteristics;  
source: 2002 FARS data)



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## SAFETEA

*Safe, Accountable, Flexible, and  
Efficient Transportation Equity  
Act of 2003*



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## Surface Reauthorization

- 6-year, \$247 B for highway, **safety** and transit; continues highway funding guarantees
- Builds upon Secretary's principles and decisions revealed in February's FY04 Budget Plan
- Highways: Strong funding for core Federal-aid, including Federal Lands, Research



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## Key Issues & Considerations for Safety Reauthorization

- **Fatality and Injury Numbers on a "Plateau":** What new opportunities are out there to restore progress?
- **Data:** Quality, Timeliness & Value to Countermeasure Development & Safety Conscious Planning
- **Needs of Localities:** Significant Part of Problem Is on Local Roads
- **Special Issues:** Growing Concern re/ Intersections as High-Crash Location (aggressive driving, traffic control & enforcement issues); Older Driver Issues; etc.




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- Record \$201B for highway and **safety** programs and nearly \$46B for transit
- Up \$29B from the \$218B of TEA-21
- Lives within the means of HTF revenues
- **More than doubles safety - from \$3.9B in TEA-21 to \$8.6B.**




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## SAFETEA Doubles Funding for Safety Programs (Billion \$)

HS	TEA-21	SAFETEA
Safety	3.972	8.632*
Operation Lifesaver	.003	.004
Bike / Ped	—	.003
Fed. Lands Safety	—	.240
State Border Insp.	—	.047
Blue Ribbon Comm.	—	.007
Safety Belt Incentive	.500	—
.08 BAC Incentive	.500	—
NHTSA	1.979	3.415
FMCSA	.644	2.829
<b>Total Safety</b>	<b>7.598</b>	<b>15.177</b>

\* Includes Minimum Guarantee w/ HSIP

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## Key Messages:

- Built upon **Safer**, Simpler, Smarter theme
- Improves highway safety and helps grow the Nation's economy without costly new taxes
- Helps ensure transportation projects are completed on time and within budget, while protecting the environment
- Retains overall program structure while increasing flexibility by eliminating most discretionary programs



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## Key Message: More Than a Spending Plan

- Key blueprint for investment
  - **Comprehensive safety initiative to save more lives**
  - Create jobs and sustain economic growth
  - Reduce congestion and minimize project delays
  - Empower local decision makers by increasing funding flexibility
  - Increase environmental stewardship and protections
  - Increase transit efficiency for a more seamless transportation network
  - Enhance infrastructure investment



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## A Comprehensive Safety Initiative to Save Lives

- Establishes a new performance-based core highway safety program built on State data driven planning
- Provides incentives to enact primary seat belt laws that will greatly increase use



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## State Strategic Highway Safety Plan

### States Encouraged to Create Comprehensive Strategic Highway Safety Plan

- Comprehensive
  - Address **4E's** of Safety: Engineering, Education, Enforcement and Emergency services
  - Full Roadway Network
- Data-Driven with focus on addressing State & Local Needs
- Based on collaborative process - State DOT, GR, State rail safety administrator, and other major safety stakeholders
- Includes Safety -Conscious Planning



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## Funding Flexibility

- Focus Funds on State-Specific Safety Needs
- With Strategic Highway Safety Plan
  - May use up to 50% of HSIP funds for Sec. 402 purposes, if consistent with State's Strategic Highway Safety Plan.
  - Also may use Sec. 402 for HSIP purposes:
    - 50% performance grant funds
    - 50% safety belt use grants
    - 100% safety belt primary law grant



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## HSIP Funding

- Funds from Highway Trust Fund
  - Funds apportioned according to current STP formula
  - ½% Minimum
- Eligibility
  - Includes existing Sections 152 and 130
  - Flexibility to fund proactive safety activities and safety conscious planning
- Federal Share - 90% (100% for RRXing)



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## New Safety Provisions

### National Highway Safety Goal - Sec. 1401

- Creates a "Blue Ribbon" Commission
  - Identify Comprehensive National Highway Safety Goal
    - Engineering, Education, Enforcement and Emergency response – 4 "E"s
    - Based on evaluation of national safety needs, analysis of achievable improvements
  - Recommend specific measures for achieving the goal
- "Shared" Nature of Goal is Key



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## Programs NHTSA - Administered Programs

- Highway Safety Grants
  - State & Community Formula Grants
  - Performance Grants
    - General Performance Grants
    - Primary Safety Belt Use Law Grants
    - Safety Belt Use Rate Grants
  - Impaired Driving Grants
- State Traffic Safety Information System Improvement
- Others: Emergency Medical Services, National Driver Register, Safety R&D



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## Increasing Safety Belt Use Rates & Primary Safety Belt Laws

- Primary Safety Belt Use Grants = \$100 M/Year
  - States with primary law before Dec. 31 2002
    - Receive in FY 04 and 05 equal to ½ of their basic formula grant
  - States with primary law after Dec. 31 2002 or having 90% use rate in prior FY
    - Receive one time equal to 5 times of their basic formula grant



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## Seat Belt Encouragement / Incentive

- Encourages Primary Safety Belt Law
  - 10% of State's HSIP funds must be obligated for Sec. 402 projects, starting in FY 2005, unless the State enacts a primary seat belt law or demonstrates 90% or above seat belt usage.
  - States must also have in place or adopt a Strategic Highway Safety Plan. Sec. 402 activities funded under this section must be consistent with the State's plan.



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## Traffic Safety Information Data Grants

- States Lack Resources to Maintain and/or Upgrade Traffic Safety Information Systems
- Grant Funds would allow States to Implement New Technologies to Produce Functioning and Optimal Data Systems
- Eligible States would Receive
  - 1st Year: > \$300,000
  - 2nd Year: > \$500,000



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## Strategic Approach to Highway Safety

- Safety Conscious Planning
- State-Based Strategic Safety Plans
  - Comprehensive; "4E" Approach
  - Consider Needs of All Roadways
- Data Driven Decision Making
- Consideration of Special Needs; such as Older Road Users
- AASHTO Strategic Highway Safety Plan Can Serve as Model



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# STRATEGIC HIGHWAY SAFETY PLAN



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## Purpose

- To positively impact the nation's present and predicted statistics on vehicular related death and injury.
- To be comprehensive in nature and reflects input from many organizations and individuals.



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## The Players

- |               |       |        |
|---------------|-------|--------|
| • AAA         | AAMVA | AARP   |
| • AASHTO      | ABF   | ARTBA  |
| • ATA         | APWA  | ATSSA  |
| • GHSA        | GMC   | IIHS   |
| • ITE         | MADD  | MSF    |
| • <b>NACE</b> | NSC   | NTSB   |
| • RSF         | TRB   | US DOT |



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## More Players

- states and counties
- Bicycle Federation of America
- academia
- railroad industry
- insurance industry
- private consultants
- enforcement



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## Main Elements

- Drivers
- Vulnerable Users
- Vehicles
- Highways
- Emergency Medical Services
- Management



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## Structure

6 Elements

- Drivers, Vulnerable Users, Vehicles, Highways, Emergency Medical Services & Management

22 Emphasis Areas

92 Supporting Strategies



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## Funding

FY	DOLLAR AMOUNT
1999	450K
2000	750K
2001	750K
2002	750K
FHWA	300K
Pooled Fund	1,550K
TOTAL	4,550K



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## Activities

- (01) Established Baseline
- (02) Website
- (03) Guidelines
- (04) Highway Safety Manual
- (05) Management Process



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## More Activities

- (06) Case Studies
- (07) Technology Transfer Plan
- (08) Human Factors Guideline
- (09) Coordinated Safety Research Approach



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## Web Site

<http://safety.transportation.org/>

- To share information with individuals who develop highway safety policy and programs.
- To promote the implementation of the goals and strategies of the AASHTO SHSP.
  - Share ideas
  - Share examples
  - Share contact names



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## Integrated Management Process To Reduce Fatalities and Injuries

*To develop a management process that will address major crash problems by effectively integrating engineering, education, EMS, and enforcement.*

*To assist in determining the most effective combination of strategies to deploy at the state and local level.*



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## Guide Books

- Provide tools to assist in the implementation of highway safety improvement programs/projects
- Low-cost, readily implementable strategies
  - Proven effective
  - Experimental/innovative
  - Comprehensive
- State, county, & municipal agencies



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**Phase 1**  
**<http://safety.transportation.org/>**

- Aggressive driving
- Head-on and run-off-the-road crashes on two-lane roads
- Drivers with suspended/revoked licenses
- Trees in hazardous locations
- Unsignalized intersections



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**Phase 2**  
**August 2003**

- Truck Related Crashes
- Pedestrian Injuries and Fatalities
- Utility Pole Crashes
- Curve Related Crashes
- Older Drivers
- Unbelted Drivers and Occupants
- Signalized Intersection



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**Phase 3 Solicitation**  
**August 2004**

- Alcohol-related crashes
- Distracted/fatigued drivers
- Young drivers
- Head-on crashes on freeways
- Work zone crashes
- Bicyclist crashes
- Motorcyclist crashes
- Rural EMS



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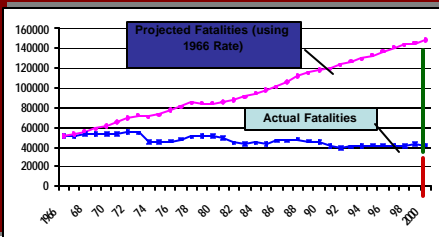
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## Estimated Lives Saved in 2001

Using 1966 Fatality Rate & 2001 Traffic Volumes

*\*Avoided 110,000 Additional Deaths (70% Less)*



**THANK YOU FOR YOUR COMMITMENT TO  
MAKE MICHIGAN'S ROADS EVEN SAFER!**



If it ain't broke, don't fix it

If it ain't broke,  
continually improve it.